## AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

## LISTING OF CLAIMS:

Claims 1-14 (canceled).

15. (Currently Amended)  A method for monitoring an internal combustion engine, in which fuel is injected directly into at least one combustion chamber in at least two partial injections, using at least one final controlling element, comprising determining an actual torque of the internal combustion engine based on at least one injected fuel mass or one fuel mass to be injected, comparing this actual torque to a permitted torque of the internal combustion engine, and initiating an error response if the actual torque is at a predefined ratio to the permitted torque, wherein:

for each partial injection, a fuel volume acting to generate a torque is determined;

a total fuel volume of a combustion cycle is ascertained from a sum of each fuel volume acting to generate the torque; and

[[a]] the total fuel volume of the ~~partial injections~~ combustion cycle is taken into account for determining the fuel mass that is to be injected or that has been injected.

16. (Previously Presented)  The method according to Claim 15, wherein a fuel volume of a partial injection is determined, based on at least an actuation time of the pertinent final controlling element, and on the pressure acting on the fuel.

17. (Previously Presented)  The method according to Claim 15, wherein a fuel volume of a partial injection is determined based on at least an actuation time of the pertinent final controlling element and a variable characterizing the actuation start.

18. (Previously Presented)  The method according to Claim 16, wherein a total fuel volume of a combustion cycle is determined from the sum of the fuel volume of all partial injections.

19. (Previously Presented)  The method according to Claim 17, wherein a fuel mass is determined from the total fuel volume, using a fuel density (rho).

20. (Previously Presented)  The method according to Claim 18, wherein the fuel mass is linked to a wave correction mass to yield a corrected fuel mass.

21. (Previously Presented)  The method according to Claim 19, wherein a torque of the internal combustion engine is determined (21) on the basis of at least the corrected fuel mass and a rotational speed (n) of the internal combustion engine.

22. (Previously Presented)  The method according to Claim 20, wherein the determined torque of the internal combustion engine is linked to an efficiency correction factor to yield a corrected torque of the internal combustion engine.

23. (Currently Amended)  The method according to Claim [[19]] 20, wherein the wave correction mass is determined on the basis of at least the fuel volume of the partial injections and of the pressure acting on the fuel.

24. (Previously Presented)  The method according to Claim 15, wherein the error response is initiated when the actual torque is greater than the permitted torque.

25. (Previously Presented)  The method according to Claim 16, wherein the determined fuel volume is corrected as a function of the start of actuation of the corresponding final controlling element.

26. (Previously Presented)  The method according to Claim 24, wherein a correction factor for correcting is taken from an injection efficiency characteristic map, which is a function of the actuation start.

27. (Previously Presented) The method according to Claim 15 for monitoring a direct injection diesel engine.